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DISPATCH NO. IRAA - 587

SECRET

CLASSIFICATION

TO: Chief, NM

DATE: 23 May 1955

FROM: Acting Chief of Station, [REDACTED]

SUBJECT: GENERAL - Operational/DIVEL

SPECIFIC: Letter from Wilhelm VOSS to Egyptian Minister of Industry

1. Attached is a carbon copy of a letter sent by Dr. Wilhelm VOSS to the Egyptian Minister of Commerce and Industry proposing the establishment of a transport industry in Egypt. The plan was approved by the Minister and, subsequently, by the Egyptian Council of Ministers.
2. Although the specific proposal contained in the last paragraph of section 6, page 2, was approved, VOSS' departure has been delayed pending a decision as to whether it will be safe for him to visit East German factories. The Egyptian Government is concerned that the East German Government may embarrass Egypt by refusing to allow VOSS to enter their country. The trip is now scheduled for late May, 1955.
3. Source of the letter is [REDACTED] who was given the copy by VOSS.

Distribution:  
Headquarters (5) with attachment  
[REDACTED] (2)

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RI COPY [REDACTED]

Dr. Wilhelm Wenz

Cairo: 25th April, 1955

Dr. Nabil Mawad  
Minister of Commerce & Industry,  
Cairo.

Sir,

In other countries as well as Egypt Motorization is one of the main factors of industrialization for the following reasons:-

1. The general demand of engines, motor-cars etc. is a sound basis of the market, therefore, it is not necessary to create a new market for the production of engines, cars, tractors etc. and the development of the industrial and commercial life in the country will increase this demand substantially.
2. Motorization does not need much capital.
3. It brings quick results.
4. It acts as a push to industrialization at a whole, because it also gives a further push for the necessary branches of industry.
5. If the motorization is developed gradually, starting with assembling and then producing gradually the parts locally, it will bring for the national income good profits.

It will certainly become a good result if this project is encouraged by the Government, for instance by standardization of types, to obtain the possibility of buying great amounts of parts and decreasing the costs by mass-production.

I am in doubt whether it is possible at this moment to start the motorization in a comprehensive manner, I propose to start with two groups:- 1. General transport 2. Agricultural sections:-

1. General transport:-

In this group, I propose:-

Services of 1 1/2 t  
" " 3 t

Buses (motor-cars, chassis of 1 1/2 t, normal bus for 40 persons chassis of 3 t.)

2. Agricultural sections:-

Power-supply engine for several purposes  
tractors of about 25 hp.  
Trailer (also for group 1). 1/2 t - 3 t.

Basic Principles for Assembling and Production:

1. As far as possible to select the same parts for the constructing of several types.
2. Construction suitable for the local conditions (clima, road, dust etc.)
3. Purchasing the parts and not to produce locally for the start, from the factories who are specialized on the different parts, so not buying ready products with license, construction-certs etc.
4. Start with assembling, as far as the parts can not be produced locally for the time being, but prepare from the beginning the production of these parts also, especially the necessary spare-parts
5. Organizing a real good maintenance and repairs service in the agricultural section, in cooperation with the farmer-cooperatives (also from the beginning training of skilled workers who will be in charge of maintenance and repairs

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in the different areas:

6. As regards our estimation till now, the production costs here will be lower than the prices of the completed engines, cars, lorries, tractors etc. which are at present sold here and it should be kept in mind the purpose of exportation.

#### Programme of Assembly and Production:

I propose for the beginning:

The lorry of 1 1/2 t, and 3 t,  
and the tractor  
and the 3 t trailer

These prototypes could be ready in 3 months after the necessary material and parts are at our disposal here. To meet for this purpose 3 engineers, two foremen, 30 skilled workmen and 10 normal workers, 1 stock-keeper, 1 mechanic clerk, 2 clerks for administration. As machinery: 1 oil engine-welding operator, 1 welding electric apparatus, 1 drilling machine (20 mm), 1 drilling machine (6 mm), 1 normal turning-lathe (1 x 1/2 m), 1 shaping machine, 1 hand-guillotine (1 m), 1 hand-bending machine, 1 equipment for heat-treating, and normal tools for 10 workmen.

After approval of the prototypes, should be produced in the beginning: 4 chassis of the 1 1/2 t, 4 chassis 3 t, 2 chassis of the bus, 5 tractors and 3 trailers of 1 1/2 t and 3 t.

These should be ready after 2 months. To meet for this purpose 5 additional 5 engineers, 4 foremen, 15 skilled workmen and 15 normal workers and 3 clerks. In addition to the above: 1 drilling machine (6 mm), 1 revolver-lathe, 1 small universal milling machine, 1 handpress, and 1 spotwelding machine and 1 pneumatic stamping machine.

After that the normal process could start about 30 pieces (cars, tractors etc) in 10 months afterwards it is provided that some less important work for accessories-pieces (as for instance seats etc) should be made in other local workshops.

In the beginning the main parts of the cars must be brought from abroad, later on produced here step by step. The same applies to the engines. Regarding the lorries in the first 6 months engines and chassis bought abroad, the other parts produced here. After that time all casting parts of the engine produced here, the other parts to be brought from abroad. After further 6 months only finished parts to be brought from abroad. After 1 year all parts of the engine to be manufactured here. Whether it will be possible later on to manufacture all parts of the tractor and of the cars locally can not be stated now.

To develop the project it is necessary to find out the best firms which are able to deliver under the best conditions the necessary parts and the necessary basic designs. For this purpose, I recommend that Herr Ing. Vrentl should visit with us the concerned firms in Europe, also the Hannover Industrial Exhibition. Based on these designs and offers we would prepare the final designs and the working plan for the assembling of the prototypes. Then we could also precisely state the costs. And then should be decided the organization of the project, the creation of the special company etc. For the beginning, I propose that the necessary contacts with labourers, engineers and machinery should be set at our disposal from a Governmental factory.

Attached specifications and rough-designs.

#### Specifications:

##### 1. General Remarks:

Engines: Of up to 120 H.P., 6 cylinder, one line  
Clutch: Disc-clutch, specially suitable for our climate.

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Gearbox: 4 speed, if possible with over-speed

Differential: Special for 1 1/2 t and for 3 t and has. If possible full-floating-axle. If possible, self-locking differential.

Chassis: For the prototype and the first 10 cars should be purchased from abroad, the complete chassis-profiles. Later on the strips be purchased from abroad.

## 2. Agricultural Section:

Power engines: 2 cylinders and one cylinder. Total 12 HP for each cylinder.

Tractor: The same engine.  
Gearbox and differential and rear in one unit.